rance for Boiling Iron Delanded by the Amalgamated Association.

I Lodges Make a Number of ery Important Suggestions.

IN PLATE SCALE PROPOSED.

ects Now Under Consideration at the Ironworkers' Convention.

ON GIVEN FOR A SHORT BESSION

ide from the vexatious problem-the question-the Amalgamated Associaas a number of unusually important prepared by the general officers, which aces suggestions of such subordinate 15 as desired changes either in the conion of the association or the scale of 93. Among the most important sugons, and for the adoption of which g efforts will be made, are: First, to the company pay the drag out.

No changes are proposed in the scrapping and busheling scale, but the association will be compelled to take some action to offset the manufacturers' request for a reducas at present, and fourth, that Sunday be avoided by beginning work on lay evening instead of Monday morn-

e general officers of the association coned the following questions of sufficient stance to be submitted to the general lization for consideration: st-Shall there be a revision of the

s that govern those departments where ovements have been made, at furnaces olls in both fron and steel mills, which increased the output to such an extent may cause difficulties to arise in som ose departments between the employed heir employers? The Question of Strike Benefits.

ond-Shall the system of paying strike fits to members on strike for the signing e scale continue, where the mills or fac s at which a strike for the same exists been running from three to five gh material can be produced after that h of time to prolong the strike, and the fits paid thereafter cannot accomplish e desired by the association? ssociation to have all scales signed for

ons made relative to a change in the titution is offered by Mansfield Valley ze No. 12, of Mansfield. It is:

suld the Conference Committee fail to re the acceptance on the part of the ufacturers of the scale as adopted by the ention, the scale shall be referred back to sub-lodges for further action, said

e reason for offering such a change is need in a very few words. Many memof the association have come to the conion that it is little use to spend \$50,000 year on a convention, unless wishes of the sub-lodges. As it vanted; it goes to the Conference Comce which gets just as much as it can the manufacturers. The idea of the oxed change is that if the Conference mittee is to have power to act in the what is the use of spending four or weeks in a convention?

gestions From Monongahela Lodge, onongabela Lodge, of Pittsburg, makes mber of recommendations as follows: st-That the Advisory Board be discon-

oud-That hereafter all trustees be red by a direct vote of the membership maner provided by the association. for the purpose of legalizing strikes deciaring them off be revived. arth-Tost each Vice President in the

ral district; be empowered to select a stary to assist him in his labor; that the had Association support all strikes that egalized, and the Vice President of the cit, in conjunction with the President resultors in conjunction with the President resultors and the power galize or disguilze said strikes. (ch.—That the boding department work is turn, or three heats during the last weeks in July and the month of August. th.—That a committee be appointed to dder and report the advisability of holds state and county conventions for the cose of discussing economic questions. on of the association closed for four

julty Lodge No. 47, of Pittsburg, offers proposition to sever the connection of association with the Federation of or. It is understood that the associa-has received the worst of the deal from ime the affiliation was formed-notably ast year's building trades' strike, and do not propose that the experience

onongabela Valley Lodge No. 53, Pitts-

rt-Resolved, That section 33, article 11, be stricken from the constitution, ads: "Whenever practicable any mill artment or factory under the Jurisdicof the A-sociation, boiling department opted, desiring so to do, can, upon agreet with the management, arrange to work he eight-hour system.
Le eight-hour system.

In a system working three or e furnaces and any one of said furnaces eparament are stopped through overprotion or other causes, except when a furice is out of repair, said furnace or departable in a size of two weeks, when work shall be equally divided for the pe of two months. with the management, arrange to work

ird-Whereas a great injustice has been e to members of our lodge, who are out uployment by members of other lodges are holding jobs in other mills, but on ante holding jobs in other mills, but on must of temporary stoppage came to the totake turns, thereby depriving our abers of what we think they are justly ited to, solved. That the seventeenth annual vention enact some law to govern simcases of this kind.

atterprise Lodge No. 9, of Youngstown, the succession relating to Sunday

s the suggestion relating to Sunday

and finishing, \$2 per ton on added. It is desired that when the roller takes hold of the packs and in giving it a pass to finish it, and is spoiled, it is to be counted. In case of a break down, and the packs not finished have to be drawn out they shall not be counted in the counted by wages to put to another. This is the all of the annual sometion that, as the ers are seldom sent as delegates to the rention, and therefore cannot gain adson, when the question of wages been rollers and roughers is brought up, rollers be permitted to select a committed five to appear before the convention rage committee in their own behalf.

Talls City Lodge No. 19 wants the ers alone.

here is quite a difference of or inion and the subordinate lodges on the sumstopage question. Hoosier Lodge No. 4, tinucie, Ind., can see no benefit from the weeks' stop in July, as so many mills outside the pale of the association and a spulsory stop of the mills in the associa-

tion is calculated to drive trade to the others. Brubado Lodge, of Muncie, also joins in the request for the repeal of the law requiring the two weeks' stop, while Wabash Lodge No. 5, Terre Haute, Ind.,

Many New Extras Are Demande 1.

In the revision of the scale for this year there are more changes desired than ever before. There is also a piling up of additional "extras" which adds greatly to NY BIG CHANGES ASKED.

NY BIG CHANGES ASKED.

1 Lodges Make a Number of shall in no case exceed 9 hours, instead of 9 hours and 15 minutes as at present, from the time the mill begins to roll until the first furnace commences to charge the last heat. This was a point upon which the Conference Committee disputed a long time last year. No. 30, Ohio, desires that no furnace shall be charged after 12 o'clock

There is not much of a disposition to change the puddling scale, although the convention is bound to consider the request for a \$6 rate. It is only made by No. 11, of Pennsylvania, while Nos. 13 and 29, of Pennsylvania desire, that the price remain Pennsylvania, desire that the price remain as it is. The same lodges desire that clause 1 of the extras in the boiling scale be changed to read that single furnaces shall not be charged with more than 500 pounds to the

heat, instead of 550 as at present.
No. 58, Ohio, insists that no reduction be before been brought up. The conon has completed its routine work and
rday began upon the important busi-

or cinder, the same to be 50 cents per ton extra for boiling.

In the muck or puddle mill, No. 26, Obio, wants a new clause added that break down prices be paid for rolling all faggots and piles on a muck mill train. No. 1, Indiana, desires that where muck mills burn out less than 25 tons per day, or two high mill that

tion of 20 per cent in this department.

There is not likely to be much trouble over the scales for knobbling and heating slabs and shingling as neither the manufacturers or workmen suggest a change. The same is true of the bar mill scale so far as the workmen are concerned.

New Scale for 12-Inch Mills. Lodge No. 67, Pennsylvania, wants the following adopted as au entire new scale for a 12-inch mill:

This scale is based on the bar mill scale of

This scale is based on the bar mill scale of prices, and all guide mill sizes worked on 12-inch mills shall be governed by the following schedule:

It is agreed that the base price at a 2-cent Western Iron Association's card shall be the straight \$2.90 per ton for rolling guide mill sizes on a 12-inch mill, with 2 per cent additional for each. 1-10 advance on said card from 2 to 25-10 cent card and for each 1-10 advance or decline above the 25-10 cent card, 3 per cent shall be added or deducted as the case may be. per cent shall be added or deducted as the case may be.

All pipe skelp or band from 2½ to 4½ wide,
No. 9 to 15 guage, to be \$2 99 per ton.
Lighter than No. 15, \$3 35.

One-inch rounds and smaller shall be guide

mill prices, \$2 90. Seven-eighths square and smaller shall be

92 90. One and one-eighth rounds and smaller, when worked by hand, shall be guide mill when worked by hand, shall be guide mill prices, \$2 99 per ton.
One inch square and smaller, when worked by hand, shall be guide mill prices, \$2 90.
All flats 2½ pounds and lighter, per lineal foot, to be guide mill prices, \$2 90 per ton.
All half ovals 2½ pounds and lighter, per lineal foot, \$2 90.
Clat bar, \$2 90.
Clat bar, \$2 90.
Beaded tire, 2½ pounds and lighter, per lineal foot, \$2 90.
Resolved, When these special prices are paid, heaters are to receive one-fourth, roughers one-fourth and all other roll hands to receive the same per cent of increase as roller.

In the guide, 10-inch, hoop and cotton tie mills, instead of the sweeping reductions asked for by the manufacturers, creating much of an inclination on the part of the men to concede, they are of a very strong opinion that the scales can stand a few exadopted embodying tras yet, and therefore the following are

their say and adopt such changes as canted; it goes to the Conference Combee which gets just as much as it can to carry the iron, said boy to be paid by the roller.

No. 19, Pennsylvania, demands the following in the hoop and cotton tie mills: Clause 3 to read: "All sizes made from a 2inch and lighter reworked billet made from
all muck iron; all steel hoops made from 1½
and lighter reworked billet; all steel product
from 1½-inch and lighter steel billet and cut
to regumar weight, 25 cents per ton more for
rolling, 12½ cents more for heating, 5½ cents
more for roughing and 6½ additional for
catching to be paid."

Want a Definition of a Billet. No. 4401, That the Wage Committee define more explicitly what constitutes a bitlet. The same to be entered in the proceed-

ings of the convention.

2. That note 3 of the guide mill scale be revised so that the heater, rougher and catcher shall receive straight scale prices catcher shall receive straight scale prices for all steel hoop.

3. That "410" and "325" be stricken out and "460" and "330" be inserted. (This refers to the number of bundles of cotton ties that shall constitute a day's work.)

No. 61, Pennsylvania—Resolved that heaters' helpers receive one-third of what the heater makes, the same to be paid by the company. This shall not apply to helpers that are now making more money.

That \$\frac{3}{2}\$ and \$\frac{4}{2}\$ oval be placed in the guide mill scale, the price to be \$\frac{3}{2}\$ 50 per ton. Also 5-16 oval be put in the scale, the price to be \$\frac{3}{2}\$ 50 per ton.

Nos. 61 and 67, Pennsylvania, also demand that 3-10 instead of 14 be the price paid for roughing and catching upon guide, 10-inch, hoop and cotton tie mills.

weight, 25 cents less for rolling; 121/2c less for heating, 61/4 for roughing and 61/4 for catching, and that no further reduction on steel billets be allowed."

No. 19, Ohio, suggests that the cotton tie price should be \$4.10 straight, whether made from iron or steel billets or pile: Resolved, That all hoop or cotton ties, when rolled from a steel billet, pile prices shall be paid. That on cotton ties, mills where extra help is required at the roughing rolls, the company shall pay the same.

No. 60, Ohio, also wants the number of bundles constituting a day's work increased from 410 to 500 on week days and from 325 to 350 on Saturdays.
On the pipe mill No. 52, Pennsylvania, suggests the following scale for rolling on

sheet and jobbing mills.

There are a number of changes asked for in the sheet mill scale, involving increases ranging from 10 to 15 per cent. Changes in the Sheet Steel Scale. .

No. 52, Pennsylvania, offers the following: That when two or more sheets of steel No. 14 or lighter are made from one steel slab by and finishing, \$2 per ton oe added. It is de-sired that when the roller takes hold of the

improved squaring shears, the price for shearing on the same be made local, 2. That on old style two-high plate mills, the prices used roagher and catcher and all day hands be put in the scale.

No. 4. Alabama—That clause 15 of sheet mill scale read as follows: All mills working plates and firebed lighter than 12 gauge (instead of 19 as at present) be termed job-him mills.

No. 17 and 32, Pennsylvania; 56 and 58, Ohio; 1 and 9, Indiana, and 8, West Virginia, suggest a number of rather unimportant changes in the sheet mill hards' scale that are not likely to cause much difficulty in the convention. The changes, as usual, are proposed by mill hands, and as they have few representatives in the convention they are likely to fare as the roughers and catchers have done in years

In the old tin and black plate mill, No. 46 Pennsylvania, wants a 50 per cent advance for all guages from 32 to 38. No. 3, Ohio, desires the following new

scale for tin house men:

No. 6, Missouri, offers the following for First—That the tin mills be allowed to make 36 boxes (on an average) per turn, and the catcher be paid \$2 25 for the same. Second—That for all guages above No. 29 special prices te made.

The scale proposed by No. 3, of Ohio, has little show of being adopted. The tin plate manufacturers have signified their willingness to pay on the basis of 12 cents per box for the standard size, 14x20, which s just double the price paid in Wales, and a member of the Amalgamated Association told a DISPATCH reporter a few days ago that there would be no trouble about having

this accepted.
In the structural scale No. 43, Pennsylvania, wants the buggyman's rate on the 20-inch mills changed from 10 to 11 cents per

Advances ir the Wire Rod Scale. A few slight advances are asked for in the wire rod mill scale, but there is nothing

of much importance asked for.

No. 81, Pennsylvania, suggests the following new scale for journeymen roll turners, to take the place of the scale now in force: to take the place of the scale now in force:
First—The wages of journeymen roll turners shall be \$3 00 per day of nine hours' work at a 2 cent card, and an increase of 1-10 cent on the manufacturers' bar iron card to increase the wages 2 per cent.

Second—That time and half time be paid for over time and all regular night work until regular quitting time on Saturday, after which double time be paid until regular starting time on Monday morning.

Third—No man working by the day is allowed to work more than one tool on sand iron and two on chilled iron.

Fourth—That three years constitutes an

Fourth—That three years constitutes an apprenticeship at roll turning.

In the addenda two lodges from Ohio and one from Wisconsin unite in asking for the repeal of the rule giving the boiler's helper one-third and 5 per cent of the boiler's wages. This was the cause of a peck of trouble in the Sixth district last year. The boilers were willing to give the one-third, but not the additional 5 per cent. As the helpers are again "not in it," the chances are greatly in tavor of the 5 per cent extra being cut off this year.

A committee was appointed yesterday to draft suitable resolutions on the death of Freasurer Penney.
The Executive Board of the First district met yesterday afternoon and took action on the trouble at Lockhart's mills.

An Argument for Lower Wages A prominent representative of Pittsburg's iron and steel industry writes Bradstreet's that "wages are still paid on a basis of 2½ cents," and therefore, "are out of all proportion with the 1.6-cent base, and less, at scale committee prepares a scale; it to the convention where the delegates their say and adopt such changes as view is accepted will determine very largely how long the present depression shall last." These words are significant, in view of Western iron makers' demands for reductions of wages of from 17 to 25 per cent and the outlook is for a contest between them and the Amalgamated Iron and Steel Workers. Iron and steel generally are as low and dull as ever.



ONE ENJOYS

Both the method and results when Syrup of Figs is taken; it is pleasant and refreshing to the taste, and acts No. 147, Pennsylvania, asks that clause 3 be altered to read "136 inch and lighter steel billets and cut to regular tem effectually, dispels colds head tem effectually, dispels colds, headaches and fevers and cures habitual constipation. Syrup of Figs is the only remedy of its kind ever produced, pleasing to the taste and ac-ceptable to the stomach, prompt in its action and truly beneficial in its effects, prepared only from the most healthy and agreeable substances, its many excellent qualities commend it to all and have made it the most popular remedy known.

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York 9:35 p. m., Baltimore 6:35 p. m., Washington 5:15 p. m.

Mail train Sunday ooly, 8:40 a. m., arrives Harrisburg 7:00 p. m., Ph ladelphia 10:55 p. m.

Mail Express dally at 1:100 p. m., arriving at Harrisburg 10:30 p. m., connecting at Harrisburg with Philadelphia Express

Philadelphia Express dally at 4:20 p. m., arriving at Harrisburg 10:0 a. m., Philadelphia 4:25 a. m., and New York 7:10 a. m.

Eastern Express at 7:15 p. m. daily, arriving Harrisburg 2:25 a. m., Baltimore 4:20 a. m., Washington 7:30 a. m., Philadelphia 5:25 a. m. and New York 8:00 a. m., Philadelphia 5:25 a. m. and New York 8:00 a. m., Philadelphia 5:26 a. m. New York 9:30 a. m., Baltimore 6:20 a. m., Washington 7:30 a. m., Philadelphia 6:50 a. m., Washington 7:30 a. m., Philadelphia 6:50 a. m., New York 9:30 a. m., Baltimore 6:20 a. m., Washington 7:30 a. m., Philadelphia 6:50 a. m., New York 9:30 a. m., Saltimore 6:20 a. m., Washington 7:30 a. m., Philadelphia 9:50 a. m., New York 9:30 a. m., Philadelphia 9:50 a. m., New York 9:30 a. m., Philadelphia 9:50 a. m., New York 9:30 a. m., Philadelphia 9:50 a. m., New York 9:30 a. m., Philadelphia 9:50 a. m., New York 9:30 a. m., Philadelphia 9:50 a. m., New York 9:30 a. m., Philadelphia 9:50 a. m., New York 9:30 a. m., Philadelphia 9:50 a. m., New York 9:30 a. m., Philadelphia 9:50 a. m., New York 9:30 a. m., Philadelphia 9:50 a. m., New York 9:30 a. m., Philadelphia 9:50 a. m., New York 9:30 a. m., Philadelphia 9:50 a. m., New York 9:30 a. m., Philadelphia 9:50 a. m., New York 9:30 a. m., Philadelphia 9:50 a. m., New York 9:50 a. m., Philadelphia 9:50 a. m., New York 9:50 a. m., Philadelphia 9:50 a. m., New York 9:50 a. m., Philadelphia 9:50 a. m., New York 9:50 a. m., Philadelphia 9:50 a. m., New York 9:50 a. m., Philadelphia 9:50 a. m., New York 9:50

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For Monongahela City, West Brownsville and
Uniontown, 10:40 a. m. For Monongahela City
and West Brownsville, 7:25 and 10:40 a. m. and
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Trains Run by Central Time. Northwest System-Fort Wayne Route DEPART for Chicago, points intermediate and beyond: *1.30 a.m., *7.10 a.m., *12.20 p.m., *1.00 p.m., *6.45 *1.50 a.m., *7.10 a.m., *12.20 p.m., *1.00 p.m., *8,45 p.m., 111.30 p.m. Arrive from same points: *12.05 a.m., *1.15 a.m., *6.00 a.m., *6.35 a.m., *6.00 p.m., *6.45 p.m.

Depart for Toledo, points intermediate and beyond: \$7.10 a.m., *12.20 p.m., *1.00 p.m., 111.20 p.m. Arrive from same points: \$1.15 a.m., *6.35 a.m., *6.00 p.m., *6.45 p.m. **6.45 p. m.

Depart for Cleveland, points intermediate and beyond: †6.10 a.m., *7.10 a.m., †1.80 p.m., *11.05 p.m. Arrive from same points: *6.50 a.m., †1.55 p.m., *6.00 p.m., †6.50 p.m.

Depart for Martins Ferry, Bridgeport and Bellaire: †6.10 a.m., †1.80 p.m., †4.10 p.m. Arrive from same points: †6.00 a.m., †1.55 p.m., †6.50 p.m.

Depart for New Castle, Erie, Youngstown, Ashtabula, points intermediate and beyond: †7.20 a.m., †12.20 p.m. Arrive from same points: †1.25 p.m., †8.40 p.m.

Depart for New Castle, Jamestown, Youngstown and Niles, †3.45 p.m. Arrive from same points: †8.40 a.m.

DEFART for Youngstown, *12.20 p.m. ARRIVE from Youngstown, *6.45 p.m. outhwest System-Pan Handle Route Southwest System-Pan Handle Route
Depart for Columbus, Cincinnati, Indianapolis, St.
Louis, points intermediate and beyond: *1.20 a.m.,
*7.00 a.m., *8.45 p.m., *11.15 p.m. Arrive from same
points: *2.20 a.m., *8.00 a.m., *5.55 p.m.

Depart for Columbus, Chicago, points intermediate
and beyond: *1.20 a.m., *12.06 p.m. Arrive from
same points: *2.20 a.m., *18.06 p.m.

Depart for Washington, *16.15 a.m., *18.85 a.m.,
*1.55 p. m., *18.30 p. m., *14.50 p. m. Arrive
from Washington, *16.55 a.m., *17.50 a.m., *18.60 a.m.,
*10.25 a.m., *12.35 p.m., *16.25 p.m.

Depart for Weeling, *7.00 a.m., *112.05 n.m.,
*12.45 p. m., *16.10 p. m. Arrive from Wheeling,
*18.45 a.m., *18.05 p.m. *5.55 p.m.

Superial Notices.

Special Notices. PULLMAN SLEEPING CARS AND PULLMAN DINING ARS run through, East and West, on principal trains of both Systems. CARS run through, East and West, on principal trains of both Systems.

Local Sleeping Cars runging to Columbus, Cincinnati, Indianapolis, Cleveland, Toledo and Chicago are ready for occupancy at Pittsburgh Union Station at 9 o'clock p. m.

Time Tables of Through and Local Accommodation Trains of either system, not mentioned above, can be obtained at 110 Fifth Avenue and Union Station, Pittsburgh, and at principal ticket offices of the Pennsylvania Lines West of Pittsburgh.

Ipally. tex Sunday.** IEx. Saturday.** Tex. Monday.*

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For Washington, Pa., *7 20, §8 10 and #9 30 a m., *4 00, 24 45, *7 30 p m.
For Wheeling, *7 20, §8 10 and #9 30 a m., *4 00, 7 30 p m. 30 p m. For Cincinnati and St. Louis, 7 20 a m and 7 30

For Cinciunati and St. Louis. 7 20 a m and 7 30 p m.
For Columbus, 7 20 a m and 7 30 p m.
For Newark, 7 20 a m and 7 30 p m.
For Chicago, 7 20 a m and 7 30 p m.
Trains arrive from New York, Philadeiphia, Raitimore and Washington, 8 20 a m, 3 20 pm. From Columbus, Cincinnati and Chicago, 3 50 am, 3 40 pm. From Wheeling, 3 50 and 30 45 a m, 3 40 pm. From Wheeling, 3 50 and 30 45 a m, 3 40 pm. Parior and sleeping cars to Baltimore, Washington, Cincinnati and Chicago.

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100 p. m. For Espich and Beechmoni, 7:32, 11:59 a.
P. C. & Y. trains from Mansfield, 7:31, 11:59 a.
m., 2:37 p. m. From Beechmoni, 7:31, 11:59 a. m.
P. McK. & Y. R. R. — DEPART—For New Haven,
#:200 a. m., *2:00p. m. For West Newton, *5:20 a.
m., *2:00, 5:25 p. m.
ARRIVE—From New Haven, *9:00 a. m., *4:07 p.
m. From West Newton, 6:25, *9:00 a. m., *4:07 le only. City Ticket Office, 639 Smithfield Street.

DITTSBURG AND WESTERN RAILWAY—
Schedule in effect May 15. 1892 (Central time).
Depot cor. Andersou st. and River av., Allegheny.
Depart for Chicago. "2:00 p. m. Solid train
with Pullman sleeping car. For Kane.
Bradford, 17:10 a. m. For Clarion, 17:10
a. m., 12:00 p. m. For Foxburg, 7:10 a. m.,
12:00, 14:25 p. m. For Buffalo, Eric. Meadville,
17:10 a. m. For Greenville, Mercer, Grove City,
17:10 a. m., 12:00 p. m. For Akron. Cleveland,
17:10 a. m., 2:00 p. m. For New Castle, 7:10
a. m., 12:00, 18:25 p. m.; For New Castle, 7:10
a. m., 12:00, 18:25, 15:15 p. m.
Trains strive: From Kane, 16:45 p. m.; Clarion,
11:30 a. m., 16:45 p. m.; Foxburg, 19:00, 11:30
a. m., 16:45 p. m.; Eric. 13:50 p. m.; Greenville,
Mercer, 11:20 a. m., 13:50 p. m.; Greenville,
Mercer, 11:20 a. m., 13:50 p. m.; Greenville,
Mercer, 11:20 a. m., 13:50 p. m.; Greenville,
16:45 p. m.; Butler, 17:00, 19:05, 11:35 a. m.,
16:45 p. m.; Butler, 17:00, 19:05, 11:35 a. m.,
16:45 p. m.; Butler, 17:00, 19:05, 11:35 a. m.,
12:40, 12:40, 12:40, 12:40, 12:40,
12:41, 12:40, 12:40, 12:40, 12:40,
13:41, 12:40, 12:40, 12:40, 12:40,
14:41, 14:41, 14:40, 14 *Dally. †Except Sunday.

A LLEGHENY VALLEY RAILWAY CO.—ON A and after Sunday. March 20, 1892, trains will leave and arrive at Union station. Pittsburg, eastern standard time: Buffalo express leaves at 8:29 a. m., 8:50 p. m. (arriving at Buffalo at 5:45 p. m. and 7:20 a. m.); arrives at 7:10 a. m., 6:25 p. m. Oll City and DuBois express—Leaves 8:20 a. m., 1:30 p. m.; arrives 1:00, 6:25, 10:00 p. m. Emilenton—Leaves 4:00 p. m.; arrives 8:50 a. m., 1:30 p. m.; arrives 8:50 a. m., 1:50 p. m.; Batt Brady—Leaves 4:00 p. m.; arrives 8:50 a. m., 8:50 p. m. Brae-burn—Leaves 8:00, 8:15 p. m.; arrives 8:55 a. m., 7:50 p. m.; Brae-burn—Leaves 8:00, 8:50 p. m.; arrives 7:35 a. m., 12:05, 2:20, 11:20 p. m.; arrives 6:46 a. m., 12:20, 2:16, 4:46 p. m. Hulton—Leaves 8:00, 9:50 p. m.; arrives 7:35 p. m. Emilenton—Leaves 9:05 a. m., arrives 7:10 p. m. Sunday trains—Buffalo express—Leaves 8:20 a. m., 8:35 p. m. Emilenton—Leaves 9:05 a. m., arrives 7:10 p. m. Rittauning—Leaves 9:05 n. m.; arrives 7:10 p. m. Pulman parior buffet car on day trains and Pulman sleeping car on night trains between Pittsburg and Buffalo, Ticket offices, No. 110 Fifth avenue and Union station.

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Germanic, June 29, 2450m "Majestic, July 20, 21570m m
"Teotonic, July 6, 3 p m Germanic, Aug. 3, 2 p m
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June 16, 5: 50 A. M. Wednesday, "Dubbeidam.
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